



The Hongkong Graph

FOUNDED 1881

No. 12,182

五拜禮

號月七英華書

FRIDAY,

JULY

廿六廿九

SINGLE COPY 10 CTS.

500 PER ANNUM.

IRISH PEACEMOVE.

Leading Sinn Feiners Released.

(Reuter's Service.)

London, June 30.
Mr. Arthur Griffith, M.P., Mr. John MacNeill, M.P., and Mr. Sean Staines, M.P., all leading Sinn Feiners, have been released from Mountjoy Prison, Dublin. Dublin is most excited over this news, and hopes of a settlement are increasing.

CRICKET.

More Probables for Test Match.

London, June 30.
The presence of Parkin and Hardinge has been requested at the third Test Match. It is stated that Mead is most doubtful about playing as he sustained a cut over the left eye from a rising ball in Essex match yesterday.

Australian-Warwick Match Drawn.

London, June 30.
The match at Birmingham was concluded in overcast and cool weather before 10,000 spectators. The cricket was good. Australians made 506, Armstrong contributing 117, including four fours and much good driving. Oldfield made 123, including seventeen fours. Warwickshire's fielding was the poorest, the attack lacking variety and the bowlers being demoralized. The innings lasted four hours and 45 minutes. Warwickshire made 118 or 6 wickets. Quaife, who was excellent and confident made 39 and Partridge, the old Cantab, made 37. Their partnership realised 50 and they played out time. The match was drawn.

County Results.

London, June 30.
Northants beat Glamorgan by a innings and 120 runs. Lancashire beat Worcester by an innings and 111 runs. Yorkshire beat Gloucester by an innings and 51 runs. Essex beat Hampshire by an innings and 55 runs.

THE EMPEROR'S LINK.

Speeches at Colonial Institute.

London, June 30.
There were enthusiastic speeches at the dinner given at the Colonial Institute. Messrs. Meighen, Hughes, Smartt, Cutch and the Prince of Wales spoke. The keynote of the Dominion Premiers' remarks was that the link in the Empire was the Crown. Mr. Meighen hoped that views of the heir-apparent were now an established convention. Mr. Smartt invited the Prince of Wales to visit South Africa.

The Prince of Wales responded, appealing for closer Imperial intercourse, and improvement of communications, especially aerial.

ANGLO-AMERICAN FRIENDSHIP.

Statue of George Washington Unveiled.

London, June 30.
A statue of George Washington, the gift of the Commonwealth of Virginia, was unveiled in Trafalgar Square. Lord Curzon, who accepted it on behalf of the British Government, welcomed the statue as a symbol of indissoluble unity between the two branches of the English-speaking race, who could not merely engage to never fight again but who could do much to prevent other nations fighting.

THE TENNIS FINAL.

Victory for South African.

London, June 30.
At Wimbledon in the final of the men's singles for all-comers, Mr. (South Africa) beat Alonso (Spain) by 5/7, 4/6, 7/5, 6/3, 6/3. Mr. (South Africa) now meets Tilden in the challenge round.

THE COAL STRIKE PROBLEM.

Settlement Terms Rejected.

London, June 30.
The Lancashire and Cheshire miners have unanimously rejected the settlement terms.

THE POPULATION OF FRANCE.

Big Decrease Shown.

Paris, June 30.
The census returns give a population of thirty-six millions, exceeding a large number of troops in the Rhineland. The total is 2,300,000 less than in 1911.

THE TURKO-GRAECO SITUATION.

Only Military Interests Can Decide.

Athens, June 25 (delayed).
The reply of the Greek Government thanks the Allies for their offer of mediation but says the situation is such that only military interests can lead to its decision. Harms.

BRITAIN'S DECLINING REVENUE.

London, June 30.
The revenue for the first quarter of the financial year, ending June 30, is £2,04,000,000, as compared with £315,000,000 for the corresponding quarter of last year.

THE BIG FIGHT.

Enormous Gate Receipts.

(Reuter's Service.)

New York, June 30.
The receipts from tickets for the prize fight already amount to £200,000. The ring will be twenty feet square instead of sixteen as first reported. It is estimated there will be a record attendance of prominent people including 5,000 Society women. After a £80,000 wager was registered in New York yesterday, the betting slumped owing to the dearth of money on Garmentier.

AMERICA AND PEACE.

Washington, June 31.

The House of Representatives has adopted the joint report of the Senate and Representatives' conference on the resolution terminating a state of war with Germany and Austria.

The Report terminating the war, which the House of Representatives passed by 263 votes to 59 must be approved by the Senate before being sent to President Harding.

Later.

AMERICA'S REGULAR ARMY GETTING BACK TO "NORMALCY."

Washington, July 1.

President Harding has signed a Bill reducing the regular army to 150,000 men. The Bill comes into operation on October 1st.

GERMAN PROPERTY ON SHAMEEN.

How the Peace Treaty Operates.

Paris, June 25 (delayed).

The Reparations Committee has examined the application of Article 156 of the Peace Treaty respecting German properties in the Chinese Province of Shantung. The German properties, including those in the British concession on Shameen, are valued at 449,000 gold marks. Germany is to be credited with them. Harms.

A HIGH FLIGHT.

Over Six Miles Up.

Paris, June 25 (delayed).

The French aviator, Kirch, reached yesterday at Versailles a height exceeding 32,000 thousand feet. Harms.

ATTEMPT ON GENERAL GOURAND.

Paris, June 25 (delayed).

It is learned from Damascus, Syria, that General Gouraud, while motoring in a deserted spot without an escort was fired at by a party of five Bedouin horsemen. The attempt has no political significance. Harms.

JAPANESE PRINCE IN LORRAINE.

Paris, June 25 (delayed).

The Japanese Crown Prince inspected the garrison and fortress at Metz, Lorraine. He conferred upon War Minister Barthou, the ribbon of the Order of the Rising Sun.

(Other Telegrams on Page 3.)

CHINA COAST OFFICERS.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STRAITS TRADING COMPANY.

Singapore, June 30.

The share market is dismally affected by the decision of the Straits Trading Company, a leading gilt edged security, on which many large shareholders who retired from the East and have gone home are largely dependent, not to pay its usual interim dividend.

The fall in the bank rate has had no effect locally, the money stringency remaining severe.

RUBBER SITUATION.

Singapore, June 30.

The Duncan Committee meets Singapore on Saturday to discuss the rubber situation prior to the departure of a deputation to Java to consult Dutch interests with a view to joint action.

Mr. H. R. Dobson has been appointed supernumerary second officer, Tungshing.

Captain H. Simpson, of the Loongsang, has gone master. Captain S. O. Miford, of the Wingsang, has gone master Yatshing.

Mr. A. Pirie, from leave, has gone supernumerary second officer, Tungshing.

Captain D. Skinner, of the Loongtang, has gone master Yatshing.

Mr. L. G. Hughes has been appointed supernumerary second officer, Loongtang.

TRADE OF SHANGHAI.

Interesting Review for 1920

We are in receipt of the annual report issued by the Chinese Maritime Customs, regarding the trade of Shanghai for 1920. The Commissioner (Mr. E. Gordon Lowder) reports, *inter alia*—

From a Customs point of view 1920 stands out as a record year, notably eclipsing the annus mirabilis of 1919. Value of trade, Customs revenue, and tonnage of shipping using the port have all established new figures. In other respects, too, there is plenty of evidence of progress. The population, foreign and Chinese, has largely increased, and the total figures for the whole of Shanghai cannot fall far short of 14 millions, of whom about 25,000 are non-Chinese. The new buildings for which permits have been issued in the International Settlement alone number over 3,500, their estimated cost being nearly 11 million taels. In spite of road widening, and more stringent regulations, the traffic problem is becoming increasingly acute. Its intensity may be judged from the 40 per cent increase over 1919 of the motor vehicle license issued, and, from the fact that in the International Settlement alone the trams carried 111 million passengers during the year, the returns of the French Concession and Chinese city companies showing corresponding activity. Motor vehicles are coming into their own very rapidly, both for business and private purposes, and the heavy lorry is steadily replacing the old handcart. The railways haul all the passengers and freight they could cope with. Shipping was kept reasonably busy, and the local shipbuilding industry experienced a period of unprecedented activity. Thus on land and water the year was one of the greatest animation, undoubtedly greater than at any time in the port's history.

The gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year. It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

It opened, indeed, with a remarkable boom in trade, a round, a satisfactory demand from abroad kept exports at a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But

the gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year.

KWANGSI AGENTS IN HONGKONG.

Request to the Governor.

In a letter to H. E. Governor Stubbs of Hongkong, the Canton Mechanics Union urge him to respect the friendly relations between Hongkong and the Government in Canton by deporting Young Wang-tai and other Kwangsi plotters who are making use of Hongkong as a base for the propagation of their intrigues against this province. The vernacular papers print the whole text of the letter said to have been addressed to H. E. on the 29th ult.

The letter reviewed the crimes that were committed by the Kwangsi militarists such as Lu Yung-ling, Chen Ping-kun, Mu Yung-hsin, and others who were once nothing but bandits, during their occupation of this province. It also expresses the apprehension of the Cantonese toward the Hongkong Government for its moral support during the last campaign that resulted in the triumphant return of the Cantonese Army which was in exile in another province for more than 3 years. Now that the Kwangsi militarists are trying to invade this province and Hongkong is being made use of as a base of operation by the agents of the Kwangsi militarists, the Hongkong Government should not tolerate the presence of these plotters which not only endangers the prosperity of Hongkong but will also disturb the general peace and order of the Colony should they be allowed to pursue their schemes, says the letter. In conclusion, the letter urges H. E. Governor Stubbs to take immediate steps to deport these agents in order to maintain existing friendly relations between Hongkong and Canton. Times.

A DESERTED HUSBAND.

Unheard of for nearly twenty years, Mrs. Estell Ronton, who was last known to have been in the Argentine, was cited as respondent in a desertion divorce petition, brought at Edinburgh by her husband, James Ronton, of Lithgow, Edinburgh. Petitioner said he was married in Argentina in 1898, but his wife was dissatisfied with the social conditions of the locality, and in 1901 went to Buenos Ayres, where she eventually became a governess in a native family. He sent her a substantial allowance, and with a view to seeing her, went to Buenos Ayres, but could not



The First Postwar Stocks
in Hongkong at
SOUTH CHINA MORNING POST, LTD.
3 WYNDHAM STREET.

TSANG FOOK PIANO CO.,
MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a. Wanchai Road.

E. HING & CO.
SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.

25, WING WOO ST
CENTRAL
PHONE NO. 1116.

A. TACK & CO.
The Largest Photo-Supplies in the
COLONY.

Developing and Printing Undertaken.

26, DES VŒUX ROAD, CENTRAL.

PUBLISHED ANNUALLY.
THE
LONDON DIRECTORY

Provincial & Foreign Sections.
Advertisers to communicate direct with
MANUFACTURERS & DEALERS.

LONDON and in the Provincial Towns and
Industrial Centres of the United Kingdom and
the Colonies, the names and addresses of all
manufacturers and dealers are classified under
more than 7,000 trade headings, including

EXPORT MERCHANTS

with detailed particulars of the goods shipped
and the Colonial and Foreign Markets supplied.

STEAMSHIP LINES

arranged under the Ports to which they sail,
and indicating the approximate sailings.

One inch BUSINESS CARDS of firms dealing
in general business, or Trade Cards
can be printed at a cost of £1 10s. 6d. for each
order, heading under which they are inserted.
Larger advertisements from £2 to £10.

A copy of the directory will be sent by parcel
post for £2, both cash with order.

THE LONDON DIRECTORY, CO. LTD.
22, Albemarle Lane, London, S.C. 4, England.

BUSINESS ESTABLISHED IN 1814.

METALS

of all kinds, especially for ship-
building and engineering works.
Complete stock, best terms.
Immediate delivery.

SINGON & CO.,
(Established A.D. 1880.)

WING LUNG ST. Phone 515

JUST UNPACKING,
SELF-TONING PAPERS.

All kinds of Photo Supplies.

CHEAP SALE.

MEE CHEUNG
Ice House Street.

COOKING RANGES.

LARGEST STOCK IN THE
COLONY.

MODERATE PRICES.
ENQUIRIES INVITED.

E. WARREN & CO., LTD.
Established 1900.

30-32 Des Vœux Road.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong.

MARTIN'S
A PIOL & STEEL
PILLS
for Ladies.

A French Remedy for all irregularities.
Thousands of ladies always keep a box
on hand. The arrival of any irregularity
in the System a timely dose may be administered.
Those who use them recommend
them highly.

All Chemists and Druggists sell them
throughout the World, or post free £1.
MARTIN, Chemist, Bouthamton, Eng.

STEAMSHIP LINES

can be printed at a cost of £1 10s. 6d. for each
order, heading under which they are inserted.
Larger advertisements from £2 to £10.

A copy of the directory will be sent by parcel
post for £2, both cash with order.

THE LONDON DIRECTORY, CO. LTD.
22, Albemarle Lane, London, S.C. 4, England.

BUSINESS ESTABLISHED IN 1814.

Sufferers

from Bad Legs, Abscesses, Ulcers,
Fits, Glandular Swellings,
Eczema, Rotts, Pimples and Impetigo.

Clarke's Blood Mixture
is the only sure way to complete the healing
referred to in the one case of such trouble.

Clarke's Blood Mixture contains ingredients
which soon over-

come and expel

that's why... many
lasting cures stand
to its credit.

Please to take
of all Chemists
and Stores.

Clarke's
Blood
Mixture

"For the Blood is the Life."

Everyone's
Blood Purifier.

Patent to take
of all Chemists
and Stores.

New Dance Music to Suit Every Fancy



Our latest list of Victor dance records includes waltzes, fox trots, one-steps, American country dances, hornpipes and Irish reels and jigs.

Get any or all these records and try them on your Victrola!

S. MOUTRE & CO., LTD.

Sole Distributors

CHATER ROAD.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

A Sure Cure for Prickly Heat and Other Skin irritation caused by hot weather

OUR PRICKLY HEAT LOTION AND POWDER

50 cts. & \$1.00

OBTAINED ONLY AT

COLONIAL DISPENSARY

Telephone 1877.

11 Queen's Road, Central.

DINNER SERVICES, TEA SETS

(FOR 12 PERSONS)

RUGS

GARMENTS & TABLE COVERS

HOP CHEONG

Telephone No. 634. Complete House Furnishings. 50, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the food of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGICO and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHU FUNG TAI & CO.

Sole Agents for Hongkong and South China.
47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.

EARLIER TELEGRAMS

THE IMPERIAL CONFERENCE.

London, June 29.
The Manchester Guardian says that the Imperial Conference on June 29th continued the discussion of the renewal of the Anglo-Japanese Alliance.

Mr. Meighen vigorously opposed renewal. He contended that renewal would impede the possibilities of agreement on limitation of armaments which depended on a comprehensive conference on Pacific problems.

Mr. Hughes strongly supported renewal. He declared that the Alliance was the best and cheapest means of protecting Australia as it provided a strong check upon Japan.

General Smuts expressed the conviction that the re-establishment of British international policy must be close co-operation with the United States. Any step which might hinder a better Anglo-American understanding must be most carefully examined and understood. He was of the opinion that the results expected from the Conference could be secured equally well from a conference of Powers interested in the Pacific.

Mr. Massey, it appears, favoured both a renewal of the Alliance and a Pacific conference.

GERMANY AND CHINA.

Paris, June 24.
According to the Versailles Treaty, Germany was obliged to take over the rights and interests of German subjects in Russia, China, Austria, Bulgaria and Turkey, and transfer the rights and interests to the Reparations Committee. The separate peace concluded between Germany and China stipulated that Germany takes over from China fifty per cent of unliquidated German property in China, the remainder being returned to German owners. Moreover, 12,000,000 taels being liquidated, this considerably infringes the rights of the Reparations Committee, which, of course, will be maintained. A Committee of bankers is examining the methods of transfer.—Tele.

COAL STRIKE OVER.

London, June 30.
The opinion of miners' meetings in most of the colliery districts favoured resumption of work. Derbyshire, Scotland, Yorkshire, Leicestershire and Nottinghamshire all recommend acceptance. South Wales resolved on condemning the Executive for ignoring the ballot, opining there was no option if the Federation is to be preserved, but to accept the terms. Wigan is the most notable exception, six thousand miners having unanimously resolved to reject the settlement. At Bannockhead, three thousand have already resumed and a big influx is expected to-day.

ANTI-ALLIED PLOT.

London, June 30.
A Constantinople telegram states that a widespread plot has been discovered, which is believed to be directed by Moscow with the object of producing an anti-Allied revolt at Constantinople. The British authorities have arrested a hundred Russians, including three Bolshevik commissaries.

RUSSIAN MOBILISATION.

London, June 30.
A Helsingfors telegram reports that an order for mobilisation of all classes up to forty-eight years has been issued by the Northern Russian Government, probably throughout Russia. The reason is unknown, but it is thought to be connected with serious risings in Siberia.

THE ENGINEERING DISPUTE.

London, June 30.
A conference of Engineering Unions' delegates overwhelmingly accepted the agreement with the employers and agreed to recommend members of their unions to accept the terms. A ballot of the members will be held within a fortnight.

NAVAL CONSTRUCTION.

Washington, June 30.
The House of Representatives by 340 votes to 4 adopted Senator Borah's amendment to the Naval Appropriations Bill authorising the President to negotiate with Britain and Japan with a view to a reduction in naval construction.

ALLIES' DEBTS TO AMERICA.

Washington, June 30.
Mr. Mellon has informed the Senate in committee that there has been a suggestion that the United States should accept German reparations bonds as a substitute for the Allies' obligations. The Treasury did not intend to invite such a proposal.

FRENCH BANK IN FAR EAST.

Paris, June 30.
The papers state that a meeting of the big banks, called by the Minister of Finance to consider the position of a bank which recently acquired a certain position in the Far East, decided they were unable definitely to recommend support of the Bank.

ATTEMPT ON GEN. GOURAUD.

Paris, June 24.
A Damascus message reports a criminal attempt committed against General Gouraud whilst going to Lake Tiberiade. The General was uninjured.—Tele.

DR. WELLINGTON KOO.

London, June 26.
Dr. Wellington Koo has returned from Geneva.

THE PROGRESSIVE DUNSTAN'S

BLIND TRAINING CENTRE.

Third Annual Report.

Members of the Colony who have responded generously to the appeal of St. Dunstan's, that splendid institution for blinded soldiers and sailors, will be interested in the sixth annual report. There are now 1,772 names on the books, 100 new-comers were admitted during 1920, and in the course of the year 305 blinded soldiers completed their training and were set up in occupations they had mastered. Thus more than 1,200 men are already established at work.

A certain number of very expert blinded soldiers still remain at St. Dunstan's as pupil teachers and instructors to the newcomers. From the first (writes Sir Arthur Pearson in the Report) I have sought to have blind teachers for the blind and gradually our staff has been augmented from the ranks of the sightless soldiers. Just as some of our men trained as masseurs are engaged at the hospitals and elsewhere in giving treatment to other disabled soldiers, so these men having become expert as blind workers are devoting their time and skill to the help of their less-advanced comrades. The blind instructors have shown a really astonishing capacity for imparting their knowledge to others.

The wives and other relatives of the men have in many cases come to receive instruction in the various handicrafts, so as to be of practical assistance to the blinded soldiers when they become London workers.

Among the men still in training at St. Dunstan's are fifteen Colonials; several who returned to their own countries when they lost their sight have now decided to come here for a course of instruction. Quite a number of Colonials have settled permanently in England. The total of those who have gone to the Colonies and taken up work there is given in the Sixth Annual Report of St. Dunstan's as follows:

Canadians	... 63
Australians	... 70
South Africans	... 10
New Zealanders	... 20

ST. DUNSTAN'S NEW HEADQUARTERS.

Concerning the new headquarters of St. Dunstan's the report states: To equip the house for its purpose and to erect the necessary workshops in the grounds has been a big undertaking. But the change has been accomplished without any interruption to the work. For the men at present in training it was no small problem at first to find their way about the new building and grounds. Once were the well-trodden walks and familiar pathways which they knew by heart; the old landmarks had vanished. Here was a fresh world to explore and to memorise. From the entrance gate on the inner circle a gravel drive, sweeping to the left, leads up to the house. A very fine inner hall, square and lofty, acts as the centre of what is now a hive of industry. Around it are some of the principal offices; others are in what were once the library, the ball-room and the drawing-room. Magnificent rooms they are, their roofs as high as two storeys of the main building. Hero is ample accommodation for the staff of the Secretary and the Treasurer of St. Dunstan's and for the various departments dealing with the training, the settlement and the after-care of the blinded soldiers. Here too, are the Editorial Offices of the *St. Dunstan's Review*. What was once a sort of conservatory has been transformed into the Poultry and Country Life Section; the new work shops have been erected in the grounds. These buildings are heated and ventilated by the most up-to-date systems.

Convalescent homes have been established at Brighton, St. Leonards, Cheltenham, Ilkley, and North Berwick, and there is a private hospital in London. The activities of St. Dunstan's, when headquarters are at the Inner Circle, Regent's Park, N. W. extend to regions as remote as the Rockies, the Australian bush and the South African veldt.

CHINESE DYERS.

Dr. C. T. Wang and Mr. C. C. Nieh are planning to form a dye company with the Heng Sing Dye Company (The Dyeprint Company), with a capital of \$100,000 in 10,000 shares of \$100 each. \$400,000 is to be paid by both parties taking out equal amounts.

EXCEPTIONAL VALUE.

FEATHER WEIGHT VESTS AND DRAWERS.

SHADES BLUE, PINK AND CREAM.

3 SUITS FOR 10.50

ALL SIZES.

4 SPECIAL OFFERS IN
SOCKS.

ALL WOOL 6 Prs. \$8.50

WOOL & COTTON 6 Prs. \$6.00

FANCY COTTON 6 Prs. \$4.50

HEAVY SILK 6 Prs. \$15.00

Sizes Range from 9½ to 12.

ALL COLOURS.

LANE, CRAWFORD & CO.

EVERYTHING IN THE SWIMMING LINE

FOR LADIES AND GENTS

INCLUDING

VESTS, BONNETS, WINGS, TOWELS,
SHOES, ETC.

GET READY FOR THE SWIMMING SEASON BY
EQUIPPING YOURSELF

AT THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

CHUCKLES.

Legs were visible to the audience. Pr. sumably he had no time to conceal more than half a dozen or so.

One of Lord Shaw's reminiscences recalls the masterful figure of Lord Young upon the Scottish Bench. The treasury of Scottish legal anecdotes was copiously replenished from the caustic and sardonic comments and asides of that clever, if embittered, man said just.

"Don't kill your wife, let our patent electric washing machine do your dirty work."

• • •

Eager Customer—What!

One and sixpence for talking for a couple of minutes to a place only just outside London? Why,

in New York I could call up Hades for less than that amount!

Counter Clerk (stavely)—Ah,

yes; but that would be within the city limits!

Once a counsel said that

Young, in his masterful way,

taken his witness out of

the room, and

missed him. "Have you

any more witnesses?" he called out.

Lord—asked counsel, blithely

NEW ADVERTISEMENTS.

WANTED.

WANTED.—From November, Furnished House on the Peak, Apply Box No. 576 c/o "Hongkong Telegraph."

WANTED.—Oswald Lyen A.L.C.M., L.L.C.M. (London) gives Violin tuition. Apply box 577 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Furnished, from June 24th to October 4th, No. 22, the Peak. Apply G. M. Harston, Hotel Mansions.

FOR SALE.

FOR SALE.—New and Used Harley Davidsons, Indians, Henderson's, Wolfe, and Smith Motor Cycles.—Reeves & Co., 106-114 Wo-Sung Street, Kowloon.



NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of July, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Area in Hectares	Area in Square Yards	Area in Square Metres	Area in Square Miles	Area in Square Kilometres	Area in Square Fathoms	Area in Square Rods	Area in Square Chains	Area in Square Miles	Area in Square Kilometres	Area in Square Fathoms	Area in Square Rods	Area in Square Chains	Area in Square Miles	Area in Square Kilometres	Area in Square Fathoms	Area in Square Rods	Area in Square Chains	Area in Square Miles	Area in Square Kilometres
Lot No. 5357	As per sale plan	214.4	86.312	214,400	86,312	214.4	86.312	214,400	86,312	214,400	214.4	86.312	214,400	86,312	214,400	214.4	86.312	214,400	86,312	214,400	214.4	86.312

THE COWIE HARBOUR COAL COMPANY LIMITED.

SLIMOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mixed SLIMOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Stearns calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebattik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebattik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents.

The COWIE HARBOUR COAL CO LTD.



ST. PETER'S CHURCH
Des Vœux Road, West.

PATRONAL FESTIVAL
SUNDAY, July 3rd 1921.

8 a.m. Holy Communion
11 a.m. Procession, Choral Eucharist & Sermon.

KOWLOON CANTON RAILWAY.

NOTICE.

The Public is hereby notified that tiffin will not be served on trains unless ordered the previous day before 5 p.m.

By Order,

H. P. WINSLOW,
Manager,
Kowloon, 28th June, 1921.

OVER-ORGANISATION.

System Killing the Soul of Industry.

In organisation overdoes in the modern business and industrial world? Mr. H. G. Wells and some others think that it is, that organisation kills.

Among the others is Mr. James H. M. Clark, jun., a Scots-Canadian manufacturer, who energetically states his views in *Industrial Management*, New York.

Office systems and shop systems and cost systems; selling systems and buying systems and managerial systems. The world (the writer's) is seldom absent long from the business man's thoughts or his utterances. Organisation has become a kind of passion.

A fairly extensive and varied acquaintance with the business life of two continents has tended to confirm in my mind the suspicion that organisation is essentially individualistic—a product of the cult of self-interest. The most highly organised business is in most cases the business yielding the greatest immediate profit. Any immediate profit is the furthest that the average business man can see.

"When you organise you kill." It is quite impossible to get away from the deep-seated truth of this remark. We have seen it confirmed in the business world times without number.

"Why the dickens don't they think?" asks the stereotyped manager or executive almost every day of his life, speaking of his subordinates. And the answer is really so obvious never seems to occur to him. Because you have systematised, classified, organised, and card-indexed the heart and the life of the initiative clean out of the average employee altogether.

Deputations to Mr. Lloyd George.

Two deputations, one headed by the Duke of Northumberland, and the other by Colonel Gretton, M.P., joined forces and waited at 10 Downing Street recently when it is understood they laid before Mr. Lloyd George a resolution passed at a meeting of M.P.s and Peers at the House of Commons yesterday, "which calls for immediate action to defeat what was termed 'an alien co-operation against the Empire,' and generally deals with the present industrial unrest."

It is understood Mr. Austen Chamberlain, Mr. Shortt, and Sir Basil Thompson, Chief of the Special Branch of Scotland Yard, were received by the Prime Minister. The interview lasted three quarters of an hour.

Members were reticent when they came out, but stated that Mr. Lloyd George has promised the resolution sympathetic consideration.

Mr. Harry Biner, of the People's Fairplay League, who called at Downing Street to suggest a public conference between miners and men with a view to settlement, was informed by one of the Premier's private secretaries that so long as the miners stand out for the principle of a national pool, which the Government experts have decided is impossible without restoring Government control there be no solution, but the Government is ready at all times to meet miners and owners, or to arrange a meeting if either side shows a desire for the same.

Mr. Shortt, asked by Lieutenant Claude Lowther as to the propaganda carried on in this country by the Red Internationals of Moscow, said, in Parliament, that we could not in this country suppress any propaganda of opinions, but any revolutionary action could be dealt with by the police.

The Government were at this moment considering the introduction of legislation to prevent the remission of foreign money to this country intended to promote revolutionary movements or seditions propaganda.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 2nd July, 1921; commencing at 10.30 a.m. at their Sales Rooms, Duddell Street:

3 cases Infant's Hoisery
1 bale Khaki Proofed Canvas
75 pieces Grey Drills
21 pieces White Drills
1 case Scarlet Lenox
49 lengths Rolled Steel Joists
40 lbs. Greasy Packing
300 lbs. Tucks Core Packing
2 cans Ready-Mixed White Paint
2 cans Ready-Mixed Green Paint
8 cases Chocolates (will be put up in lots suitable to purchasers)

2 cases Baking Powder
2 cases Pudding Powder.

Terms: Cash on delivery
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 2nd July, 1921; commencing at 12 o'clock (noon) on the Premises of the Hongkong Art Stone Co., 75 Woosung Street, Yaumati.

The Entire Business and Good Will of the above Company.

Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

AN ALIEN CONSPIRACY.

Deputations to Mr. Lloyd George.

Two deputations, one headed by the Duke of Northumberland, and the other by Colonel Gretton, M.P., joined forces and waited at 10 Downing Street recently when it is understood they laid before Mr. Lloyd George a resolution passed at a meeting of M.P.s and Peers at the House of Commons yesterday, "which calls for immediate action to defeat what was termed 'an alien co-operation against the Empire,' and generally deals with the present industrial unrest."

It is understood Mr. Austen Chamberlain, Mr. Shortt, and Sir Basil Thompson, Chief of the Special Branch of Scotland Yard, were received by the Prime Minister. The interview lasted three quarters of an hour.

Members were reticent when they came out, but stated that Mr. Lloyd George has promised the resolution sympathetic consideration.

Mr. Harry Biner, of the People's Fairplay League, who called at Downing Street to suggest a public conference between miners and men with a view to settlement, was informed by one of the Premier's private secretaries that so long as the miners stand out for the principle of a national pool, which the Government experts have decided is impossible without restoring Government control there be no solution, but the Government is ready at all times to meet miners and owners, or to arrange a meeting if either side shows a desire for the same.

Mr. Shortt, asked by Lieutenant Claude Lowther as to the propaganda carried on in this country by the Red Internationals of Moscow, said, in Parliament, that we could not in this country suppress any propaganda of opinions, but any revolutionary action could be dealt with by the police.

The Government were at this moment considering the introduction of legislation to prevent the remission of foreign money to this country intended to promote revolutionary movements or seditions propaganda.

TORIC LENSES ARE GROUND

with a deep inner curve, which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens, thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend torics. The Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, located in Queen's Road Central, manufacture Torics on all prescriptions in White, Smoke, Amber, Crookes or Fielzel.

U.S. SHIPBUILDING SHRINKAGE.

No Further Concrete Ships to be Built.

The volume of steel shipbuilding in U.S. yards had shrunk to 1,123,176 gross tons on May 1, according to the American Bureau of Shipping.

There were just 254 ships, of 820,388 gross tons, under construction for private account, and a substantial number of these vessels were barges and ships of this type.

Thirty-six ships, of 303,788 gross tons, remain to be completed for the account of the Shipping Board. The bulk of this tonnage is made up of the new passenger liners and oil tankers. On March 1st the U.S. tonnage under way totalled 4,406,246 deadweight tons.

During the month of April eight ships, of 78,754 dead weight tons, were delivered to the Shipping Board for operation.

There were two events of significance. On April 21, when the Lake Miraflores, a 4,050 dead weight ton freighter, was turned over to the Shipping Board for her maiden voyage by the Saginaw Shipbuilding Company, the last ship projected on the Great Lakes for the Government fleet, was placed in commission.

The steamer had been completed several weeks ago, but she was held at the Saginaw yards awaiting the opening of navigation on the lakes.

The Jacksonville, Florida, plant of A. C. Bentley and Sons delivered the 7,300 deadweight ton concrete oil carrier Moffitt on April 12. With this ceremony, the concrete shipbuilding programme came to an end. The hull for the tanker was constructed by the Bentley yard, but she was outfitted by the California Brick Company.

In all there were 12 concrete ships built by this combination of four cargo carriers, aggregating 13,500 deadweight tons and 8 tankers, of 60,000 deadweight tons.

There were five ships launched during April, of this number, four tankers—the 10,000 ton Hambr built by the Alameda plant of the Bethlehem Shipbuilding Corporation; the 12,000 deadweight ton Swiftflight and Swiftagle, produced by the Seattle yard of the Northwest Steel Company, and 19,500 ton Tulises, constructed by the Baltimore Dry Dock and Shipbuilding Company—were sent down the ways, while one cargo, carrier the 11,000 deadweight ton West Patalon—was launched by the Los Angeles Shipbuilding and Dry Dock Company.

"EXECUTION DOCK."

Reminiscences of Pirate Days.

Owing to certain improvements to the water front about to be undertaken at Wapping, a site made notorious by four centuries' associations will disappear. We refer to Execution Dock, where pirates from the days of Queen Elizabeth down to last century were hanged in chains. We should fancy, by the way (says the *Insurance Review*), that it was a matter of some difficulty to discriminate in good Queen Bess' time between piracy and piracy, or some good men such as Raleigh, John Hawkins, and others might have taken an undesired journey down Wapping way. The last malefactor to pay the penalty of his misdeeds in whom the marine insurance world had any direct interest was one, William Codling, the master of the brig Adventure. This enterprising skipper, in collision with the owners, attempted to scuttle the vessel in the English Channel, with the object of recovering from the underwriters the large amount of insurance that had been taken out on her. The captain bogged the job, and the brig was picked up and towed ashore, waterlogged, where she sank in shallow water. Being subsequently raised and towed in, an examination of the hull showed that large auger holes had been bored in her sides. Codling, his owners, and the supercargo were ultimately arrested and put on trial at the Old Bailey on the 26th October, 1802. The owners and the supercargo escaped by a technicality, but Captain Codling was found guilty and sentenced to death, the judge holding out no hopes of mercy. A month later he was hanged at Execution Dock in the presence of a vast concourse of people. The gallows was erected at low-water, and three tides were allowed to wash over the victim's head before the body was taken up, and enclosed in an iron cage, hung on a gibbet by the riverside, as a warning to others. The notorious Captain Kidd was one of Captain Codling's distinguished predecessors to be thus treated.

All is not well with our national life. The masses are beginning to wonder at the deadly monotony of their lives and to think strange thoughts in connection therewith. It would be infinitely wiser to go ahead of them in their thinking, to demonstrate that we really have their welfare at heart, and would like to take them out of the dreadful rut in which most of them find circumstances have forced them.

There is too much organisation—and organisation is death. We are slaughering all the herd. And it need not be so, it should not be so, it is not wise to continue it so. We must adapt ourselves to changing age and not let our children come upon us unaware.

AERIAL TOPICS.

Water v. Land Routes.

"The commercial air services of the country are still run with Government help and airmen are still at present investigating the problem of a commercially economic aeroplane. The remoteness of aerodromes from the centres of commerce will always be a stumbling block in the progress of civil flying. Amphibious aircraft remove the difficulty."

The aeronautical correspondent of the Times in penning these lines has, says a Home writer, revealed the only possible method of commercial aviation which will ever prove practicable, both as regards finance and working. Much has

THEATRE ROYAL.

LAST NIGHT!

FRIDAY, 1st July, at 9.15 p.m.

FAREWELL OF THE COMPANY

THE FAMOUS RUSSIAN LIGHT OPERA & OPERETTE CO.

presents

The popular operette

"THE GEISHA" & "POT POURRI"

The premieres will take part in the Pot Pourri.

Prices ... \$4, \$2, and \$1.

Booking at the HONGKONG HOTEL between the hours of 10 a.m. and 5 p.m.

THEATRE ROYAL

H. B. WARING CO.

RETURN VISIT FOR ONE WEEK ONLY.

SATURDAY July 2	"TRILBY"</td
--------------------	--------------

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"LAOMEDON"	13th July	London; Antwerp & Hamburg
"MENTOR"	18th July	London, Amsterdam & Antwerp
"TEUCER"	11th Aug.	London, Rotterdam & Hamburg
"TIRERIAS"	16th Aug.	London, Amsterdam & Antwerp
"ATREUS"	30th Aug.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYDAMAS"	10th July	Genoa, Barcelona & Liverpool
"YANOTSZE"	16th July	M'lae Hayre, L'pool & G'ow
"AGAMEMNON"	26th July	Liverpool & Glasgow
"EURYPYLUS"	5th Aug.	Genoa, Marsilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDARBUS"	6th July	
"PROTESIUS"	3rd Aug.	Victoria, Seattle & Vancouver
"IXION"	24th Aug.	

NEW YORK SERVICE

(via Suez or Panama)

"DEUCALION"	5th July	via Suez
"MENTOR"	19th July	for London
"TIRERIAS"	16th Aug.	for London

"ASCANIUS"	7th Sept.	for Liverpool
------------	-----------	---------------

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

THE EAST ASIATIC CO., LTD. OF COPENHAGEN.

The M. S. "PERU"

Will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports about 30th July.

Further sailings:-

M. S. "AFRIKA"	Aug./Sept.
M. S. "MALAYA"	Oct./Nov.
M. S. "PANAMA"	December.

For further particulars please apply to:-

MANNERS & BACKHOUSE, LTD.
7, Queen's Road, Central.

Telephone 1476.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE Company's Steamship "ARABIA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th July, 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA, Y. YASUDA.

Manager.

Hongkong, 29th June, 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS, LIMITED.

From UNITED KINGDOM, OBROA COLOMBO & STRAITS.

The Motorship "GLENavy"

having arrived from the above ports, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd July, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 2nd July, 1921 at 10 a.m. Claims against the steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No fire insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 25th July, 1921.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP BUILDERS, HOK-UN KOWLOON.

HARBOUR REPAIRS

Call Flare "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to

50 B.H.P. now in stock

also spare parts.

Works ... Tel. K21.
Manager ... K633.
Secretary ... K369.
Harbour Engineers ... K.604 &
K.622.

Telegrams "SEYBOURNE".

ON LOK YUEN CO., LTD.

THE POPULAR CAFE.

27-35 Des Voeux Road, Central
First Floor.

LI-HUNG CHANG CHOP SUEY

at all hours.

Clean, Delicious & Appetising,
Once Tried Always Asked For.
European Menus a la carte at
All Hours. Teas, Ice Cream,
Cold Drinks, Cakes, etc.,
Special Dining Room for dinner
parties, accommodating 40 per-
sons, with Drawing Room at-
tached.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"SHINYO MARU."

From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
& SHANGHAI.

The above named Steamer ar-
rived on Thursday the 30th inst.

Consignees of cargo are hereby
notified to present their Bills of
Lading for countersignature, and
take immediate delivery from
alongside steamer or the Com-
pany's Godown, where all cargo
impeded immediate discharge will
be landed at Consignees' risk.

Storage will be assessed on
cargo remaining undelivered after
7th July, 1921.

All broken, chafed and damaged
packages will be landed into the
Company's Godown, where same
will be examined on Thursday,
the 7th July, 1921, at 11 a.m.

No claims will be recognised
after the goods have left the
steamer or Godown, and none
will be entertained if presented
later than three weeks after
arrival of steamer.

No fire insurance whatever will
be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 30th June, 1921.

SUICIDE AT KOBE.

A Shimonoseki despatch to the
Asahi says that the N.Y.K. str.
Shidzuoka Maru, which left Kobe
on the 14th instant, was outside
Moji harbour the following day
at noon, when a foreign passenger
threw himself overboard and was
drowned. The man was identi-
fied as an Englishman, named
Albert Smith, a young man of 28
years, who was returning to Lon-
don as a second class passenger.
The Moji branch of the Nippon
Yusen Kaisha reported the inci-
dents to the British Consulate at
Shimonoseki. The cause of the
suicide is not known.

CHINESE EASTERN RAILWAY

THE NEW CHINESE ADMINISTRATION

THE Real Position.

At a meeting of the directors
of the Chinese Eastern Railway
held at Peking on the 15th inst.,
writes Mr. Rodney Gilbert in the
N. O. Daily News, the Chinese
representatives requested that
the prospective conference be
postponed for a few days so that
they might be better prepared to
take up the various issues which
will probably be subjects of
discussion. To this all parties
agreed.

Anyone who has followed
Chinese comment upon this con-
ference will have observed that
it is viewed with the most pro-
found suspicion. Many foreigners
in Peking have adopted the
same attitude, and it is
reported with some assurance
and with great wealth of circum-
stantial details that the Chinese
Eastern Railway is contemplating
a big loan from the South
Manchurian Railway, the terms
of which will virtually put the
former under the control of the
latter.

It is said, for instance, that the
loan will pay debts to the South
Manchurian Railway, will pur-
chase cars and supplies and will
net the Chinese administration
of the railway zone a liberal sup-
plus. One official connected with
the Ministry of Finance told the
writer that the Chinese share in
the railway would be pledged as
security for the loan and that the
Japanese were arranging to trade
Japanese National Bonds for the
shares held by the Russ Asiatic
Bank.

No CHINESE INTEREST TO
PLEDGE.

In fact, the story does not hold
water. The Chinese generally
believe, and so do most foreigners,
that there is a Chinese financial
interest in the railway, while as a
matter of fact no Chinese holds a
single railway bond. The entire
investment is now Russian and of
course French through the French
interest in the Russo-Asiatic Bank
— and all paper securities are held
by the Russo-Asiatic Bank in
Paris. The Chinese therefore
have nothing to pledge. A trans-
fer of the Russian interest to
Japan, without China's official
consent, would be in violation of
the original railway agreement.
This does not mean that the
Japanese could not lend the rail-
way money in exchange for cer-
tain preferential shipping rights.

It "simply" means that the story
that China will pledge her in-
terest in exchange for a loan is
untrue, since China's only inter-
est is administrative.

WASTEFUL CHINESE ADMINIS- TRATION.

It may develop that the
Russian and Chinese directors
will agree to negotiate a Japanese
loan or that the Chinese may
agree to a transfer of Russian
shares to the Japanese, but these
possibilities are denied by Rus-
ians in positions of authority.

The Russian management of the
railway, it is well known, has been
opposed to the contracting of
heavy debts and has pointed out
that if the line were run as a
commercial institution and were
relieved of the burden of supporting
the new Chinese administration,
with its soldiers, police and courts,
in the railway zone, it would yield a considerable
profit and that present debts
could be quickly liquidated. Apart
from other traffic the railway
has been carrying 400 cars a day
of grain for export and in doing
so, bigger business generally than
before the war. The Chinese
administration of the railway
is, however, expensive and the
Government may find it more
expensive to borrow money than
to force economy.

Teacher Must Be So Stupid!

THE NEIGHBOURHOOD

SPRINGFIELD

Chelmsford Club Entertainment Last Reading.

The dinner given by the Chelms-
ford Club, Simele, to welcome the
Earl of Reading as Viceroy was a
brilliant function. Numerous
distinguished Indians were among
the guests, who also included
the Hon. Mr. Whyte, Speaker
of the New Legislature.

The Hon. Mr. Shah having
welcomed the guest as "one of
England's ablest sons,"

His Excellency, after cordially
acknowledging the welcome
extended to him, said: In India
there can be and must be no trace
of racial inequality (loud
applause). I say we do not
for a moment indulge in
any notion of racial superiority
or predominance (hear, hear).
I think this is axiomatic of
British rule, although I am perfectly
prepared to admit that there
may be undoubtedly certain
questions, with which I am striv-
ing to make myself familiar, in
which there will be an opportunity
for putting this equality on
a firmer basis than at present
exists (loud applause), and as a
corollary, scientifically consider-
ed, it is not a separate proposition
and I am sure that it will com-
mand from you as whole-heart-
ed support as the proposition,
which I have just enunciated.

I say there cannot be and must
never be humiliation under the
British rule of any Indian because
he is an Indian. (Hear, hear). And I would add one further
proposition which I believe is
as true as either of those. I have
given utterance

WATSON'S

FORMAZONE (REGISTERED)

A Refreshing, Invigorating and Palatable Drink.
Particularly suitable for Tennis, Shooting and Bathing parties.

Pints \$1.25 per dozen
Splits 80 cts. per dozen

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 1, 1921.

A JUST MEASURE.

Comprehensive and just, might well sum up the new rents Bill which was introduced into the Legislative Council yesterday. When His Excellency the Governor appointed a small Committee last week to examine the whole question of house rents it was little thought by the majority of us that action would result so quickly, and there is nothing but compliments to bestow for this somewhat unique example of prompt legislation. This Colony has certainly witnessed a wonderful change of official front to this problem. Until His Excellency's speech, last week one despaired of assistance for the harassed householder. The Press of this Colony—and the *Telegraph* rightly takes a little credit to itself on this matter—kept hammering away at the subject until it seemed the mere flogging of a dead horse. And then, mainly because of one specific instance which was brought directly to the notice of the Government by petition, His Excellency is sure of his facts and comes down with a heavier hand than few would have hoped for. Within one week of that statement we have a Bill presented to the Council, designed to protect tenants from unreasonable increase in rental and from arbitrary termination of their tenancies. It is indeed a changed position, and we know that the whole body of residents will join with us in according thanks where it is so obviously due.

Regarding the Bill itself, there is not a great deal further to say if the lengthy objects and reasons, have been carefully perused. They are as explanatory as legal phraseology permits. Out of it all comes the main fact that rents will go back to their level of December 31 last and that tenants cannot be ejected so long as they behave themselves and pay the standard rent. We shall have done away at one stroke with all the rent profiteering, with all the uncertainty of tenure residents suffer. It was a wise provision that the Ordinance should not apply to new houses because there will, therefore, be no economic restriction imposed on building operations. This Colony needs a lot more houses yet, and the building of them will possibly be assisted by the fact that wealthy outsiders coming here to settle or to escape from the uncertainties of the mainland will have to build for themselves. They can turn out tenants no longer. That the operation of the Ordinance has been restricted to one year is wise provision, not because it will necessarily be an unwanted Ordinance by that time, but because its coming again before the Legislative Council will give opportunity for a retrospect of its benefits and opportunity also for any needed revisions. We can hardly see how the housing position will have so greatly changed twelve months hence to warrant the repeal of the Ordinance, but as a resolution by the Legislative Council is necessary to prolong its continued operation landlords and tenants have the guarantee that new conditions can be taken note of.

It has been stated that the Committee will be glad to receive any suggestions for giving better legislative facilities for dealing with past unreasonable increases in rentals and we trust that not only on this point but on any others that suggest themselves, those in a position to give advice, will not hesitate to do so. The Government has been honest in confessing its difficulties and it is up to those who can help to come forward. When the Council meets again in a fortnight's time we shall look forward to seeing this Bill—which might be described as a "Tenants Charter"—go through its final stages and become a notable example of the right of government to interfere with private gain where that operates to the detriment of the general community.

BRIEFS

Food Prices

We were not surprised at the official attitude on the question of food prices in Hongkong, as revealed by the answer given the Hon. Mr. H. E. Pollock's question in the Legislative Council yesterday afternoon, but it does seem anomalous, to say the least, that we should have a Committee empowered to fix food prices and shop and stall keepers the while charging what they like. If the Committee "has long ago ceased to perform the functions for which it was appointed" then why not get rid of it altogether. More especially so as the Government declares that it "is not disposed to interfere with retail trade in the Colony except in very exceptional circumstances." With this last viewpoint we find ourselves in agreement, much as we object to paying high prices. Except in exceptional circumstances there should be no governmental interference with the laws of competition. Only where a distinct shortage of necessities exists—as it did at Home during the war—and gives rise to unscrupulous profiteering on the part of those traders privileged to handle them, is it of communal advantage that the authorities should interfere with the normal price-cutting which competition between traders gives rise to? There is a plentiful supply of foodstuffs in Hongkong, both fresh and tinned, and it can be taken for granted that there is sufficient competition between the various merchants and others to ensure the selling of them at a price that conforms to the cost of their securing them. Prices have risen tremendously, that is true, but we are inclined to attribute that to the general rise that has taken place in the cost of production the wide world over and to the vagaries of the nimble dollar. Even when considering locally raised produce one has to remember that the Chinese gardener has had to meet rising costs of living. In the matter of food prices Hongkong is experiencing one aspect of the oft-referred to "vicious circle" and not until the world regains its full normality shall we witness the return of the blessed days of cheap living. Perhaps one is justified in doubting whether those days have not gone for good.

Wireless on Ships.

A short while ago we made public a statement by the Harbour Master of Hongkong that there was a possibility of our local Government introducing legislation to effect the compulsory equipment with wireless apparatus of all passenger vessels and others of a certain tonnage registered at or frequenting this Port. We have heard nothing in the meantime, though it is, perhaps, a little too early to expect legislation in view of the fact that the measure is one which would entail a lot of work on the part of shipowners in their endeavour to comply with its provisions. But we do trust that the matter is not being lost sight of, because there can be no possible argument against this very necessary protection for the lives of officers and passengers. At Home there is such a keen regard for safety at sea that a correspondent to the well-known *Journal of Commerce* has urged that all sailing ships should be equipped with wireless. Among other things he says that there is need to dwell upon the great benefit this marvellous invention has been to the world generally, and more than sufficient proof of this was given during the war, more especially that period when the gentle Hun was carrying on his "humane and cultured" work of attacking unarmed merchant ships. Every steamer over 1,600 tons register is bound to be fitted with wireless, but, as against this the number of sailing vessels so equipped could be counted on the fingers of one hand, and these are mostly foreign-owned. Sailing ships have been lost, or abandoned, and valuable lives of brave men sacrificed, when had they been equipped with wireless help could have been sent, and possibly everything and everybody saved. Many cases illustrating this point might be given. Leaving the vessels themselves out of the question, surely the fact that there are human beings in them, whose lives are more or less always in danger, should be sufficient to move the Government along the road to safeguard these lives by passing a law that all sailing vessels above a certain size should be fitted with wireless telegraphy.

JUNE'S RAINFALL.

The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

Date	Inches
June 1	.24
" 2	0
" 3	0
" 4	0
" 5	0
" 6	.78
" 7	2.23
" 8	.02
" 9	2.15
" 10	.05
" 11	0
" 12	.17
" 13	0
" 14	1.06
" 15	0
" 16	.42
" 17	.70
" 18	.49
" 19	1.51
" 20	1.03
" 21	1.48
" 22	0
" 23	.19
" 24	.18
" 25	.05
" 26	.01
" 27	.37
" 28	.21
" 29	.15
" 30	1.19

Total 16.53 inches

BRIEFS

Stamp

ORDINANCE

VIEW

ORDINANCE

NEW

STAMP

ORDINANCE

TODAY

MISCELLANY

CHARGES ALTERED AFTER TODAY.

We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:

In the case at the Summary Court, before Mr. Justice Wood, yesterday, in which the Sheng Lin Company claimed from the Seing Hin Firm the sum of \$612, amount due for goods sold and delivered, judgment was given for defendants. Mr. C. F. Mason appeared for plaintiffs and Mr. G. R. Haywood conducted the case for the defendants.

A HARBOUR FOR WHAMPOA?

THE POSSIBILITIES OF SUCCESS DISCUSSED.

The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$3,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

Mr. Lau Chu Pak, it may be mentioned, was approached fifteen years ago with a proposal from the organizers of the original scheme for his services as General Manager of the enterprise. Recognising the vast difficulties that lay before such an undertaking, he refused, and the scheme collapsed.

Asked for his views on the possibilities of Whampoa as a port, Mr. Lau said the close proximity of that place to Hongkong and the existence of the Kowloon-Canton Railway would be some of the factors operating against its chances of success. One vital circumstance that must not be overlooked in regards to the proposed building of a railway to connect Whampoa with Canton was that the Sunchun-Canton Railway was constructed with the aid of a loan as yet unpaid, granted by the British Government. It was not unlikely that any diversion of funds from Hongkong, such as would be caused by existence of a Canton-Whampoa railway, would be allowed to go unchallenged by the local British authorities.

JUNE'S RAINFALL.

The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

CHARGES ALTERED AFTER TODAY.

We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:

In the case at the Summary Court, before Mr. Justice Wood, yesterday, in which the Sheng Lin Company claimed from the Seing Hin Firm the sum of \$612, amount due for goods sold and delivered, judgment was given for defendants. Mr. C. F. Mason appeared for plaintiffs and Mr. G. R. Haywood conducted the case for the defendants.

A HARBOUR FOR WHAMPOA?

THE POSSIBILITIES OF SUCCESS DISCUSSED.

The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$3,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

Mr. Lau Chu Pak, it may be mentioned, was approached fifteen years ago with a proposal from the organizers of the original scheme for his services as General Manager of the enterprise. Recognising the vast difficulties that lay before such an undertaking, he refused, and the scheme collapsed.

Asked for his views on the possibilities of Whampoa as a port, Mr. Lau said the close proximity of that place to Hongkong and the existence of the Kowloon-Canton Railway would be some of the factors operating against its chances of success. One vital circumstance that must not be overlooked in regards to the proposed building of a railway to connect Whampoa with Canton was that the Sunchun-Canton Railway was constructed with the aid of a loan as yet unpaid, granted by the British Government. It was not unlikely that any diversion of funds from Hongkong, such as would be caused by existence of a Canton-Whampoa railway, would be allowed to go unchallenged by the local British authorities.

JUNE'S RAINFALL.

The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

CHARGES ALTERED AFTER TODAY.

We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:

In the case at the Summary Court, before Mr. Justice Wood, yesterday, in which the Sheng Lin Company claimed from the Seing Hin Firm the sum of \$612, amount due for goods sold and delivered, judgment was given for defendants. Mr. C. F. Mason appeared for plaintiffs and Mr. G. R. Haywood conducted the case for the defendants.

A HARBOUR FOR WHAMPOA?

THE POSSIBILITIES OF SUCCESS DISCUSSED.

The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$3,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

Mr. Lau Chu Pak, it may be mentioned, was approached fifteen years ago with a proposal from the organizers of the original scheme for his services as General Manager of the enterprise. Recognising the vast difficulties that lay before such an undertaking, he refused, and the scheme collapsed.

Asked for his views on the possibilities of Whampoa as a port, Mr. Lau said the close proximity of that place to Hongkong and the existence of the Kowloon-Canton Railway would be some of the factors operating against its chances of success. One vital circumstance that must not be overlooked in regards to the proposed building of a railway to connect Whampoa with Canton was that the Sunchun-Canton Railway was constructed with the aid of a loan as yet unpaid, granted by the British Government. It was not unlikely that any diversion of funds from Hongkong, such as would be caused by existence of a Canton-Whampoa railway, would be allowed to go unchallenged by the local British authorities.

JUNE'S RAINFALL.

The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

CHARGES ALTERED AFTER TODAY.

We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:

In the case at the Summary Court, before Mr. Justice Wood, yesterday, in which the Sheng Lin Company claimed from the Seing Hin Firm the sum of \$612, amount due for goods sold and delivered, judgment was given for defendants. Mr. C. F. Mason appeared for plaintiffs and Mr. G. R. Haywood conducted the case for the defendants.

A HARBOUR FOR WHAMPOA?

THE POSSIBILITIES OF SUCCESS DISCUSSED.

The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$3,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

Mr. Lau Chu Pak, it may be mentioned, was approached fifteen years ago with a proposal from the organizers of the original scheme for his services as General Manager of the enterprise. Recognising the vast difficulties that lay before such an undertaking, he refused, and the scheme collapsed.

Asked for his views on the possibilities of Whampoa as a port, Mr. Lau said the close proximity of that place to Hongkong and the existence of the Kowloon-Canton Railway would be some of the factors operating against its chances of success. One vital circumstance that must not be overlooked in regards to the proposed building of a railway to connect Whampoa with Canton was that the Sunchun-Canton Railway was constructed with the aid of a loan as yet unpaid, granted by the British Government. It was not unlikely that any diversion of funds from Hongkong, such as would be caused by existence of a Canton-Whampoa railway, would be allowed to go unchallenged by the local British authorities.

JUNE'S RAINFALL.

The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

CHARGES ALTERED AFTER TODAY.

We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:

In the case at the Summary Court, before Mr. Justice Wood, yesterday, in which the Sheng Lin Company claimed from the Seing Hin Firm the sum of \$612, amount due for goods sold and delivered, judgment was given for defendants. Mr. C. F. Mason appeared for plaintiffs and Mr. G. R. Haywood conducted the case for the defendants.

A HARBOUR FOR WHAMPOA?

THE POSSIBILITIES OF SUCCESS DISCUSSED.

The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of

NOTICE

THE MERCURY GARAGE CO.
FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

YEE SANG FAT CO.

**SUMMER
SALE**

SALE STARTS 1st July.

ABSOLUTELY
ASTONISHING
VALUES!

Dont' Fail to Take Advantage

BARGAINS!

BARGAINS!

Will be the Slogan

in all Departments

FIRST COME,
FIRST SELECTION.

SALE FOR CASH ONLY.

OUR TELEPHONE BOOK.

A Subscriber's Suggestion.

"Phone Book" writes to the Editor of the *Telegraph* on the subject of the telephone directory issued by the China and Japan Telephone and Electric Co., Ltd., as follows—"May I make a reasonable suggestion to the local telephone company in regard to its directory of subscribers? Usually, such a directory gives the address of each subscriber, which is a great aid to anyone wishing to have a personal interview with a telephone subscriber at his business office or his home. To a commercial man, who is a stranger in Hongkong and whose

time is limited, to say nothing about permanent residents in the Colony, it is a considerable inconvenience to have to consult a regular directory to ascertain the address of a business house, whereas, the insertion of the address after the subscriber's name would save tremendous time and improve the usefulness of the directory wonderfully. If the Company will accept this suggestion and put it into effect in the next issue of the directory I am sure that it will win the esteem of all the many users of its telephones. In a few cases the addresses of subscribers are given, so if the Company will do likewise with the remainder, whose addresses are now blank, it will render a great service to the community." The rate from Saigon to

ON THE WATERFRONT

The steamer "Golden State" of the Pacific Mail Steamship Company's fleet arrived at Hongkong this morning from San Francisco via Japanese ports and Manila, having 23 first-cabin and 420 steerage passengers. The vessel, on her second trip in the trans-Pacific service, made a very good passage, which speaks well of the improvements that were effected on her at San Francisco after her first voyage. Leaving San Francisco on June 2, the "Golden State" was five days behind her scheduled date due to the unsettled state of affairs on American waterfronts at that time. By putting her to the test and saving time where possible, the vessel reached port here in her original timetable running. The voyage was devoid of anything in the nature of a sensation. The death of a Chinese steerage passenger occurred, however, as a result of sickness.

A summary of the cargo brought for discharge here shows the following items—617 pkgs merchandise; 966 cases canned goods; 31 pkgs printing ink; 630 cases canned milk; 2 cases wine; 30 boxes butter; 287 barrels lubricating oil; 83 boxes fresh fruits; 5 boxes gold coin; 263 bars silver bullion; 200 cases tobacco; 2 cases silk; and 1 case cigars.

The passenger list carries the names of many Americans, prominent in business and society, who are touring the Far East on the vessel. Mr. G. H. Rowell and his wife, and family, of California, are travelling back to the "Golden State" (after which the vessel is named, by the way); also Mr. and Mrs. E. R. Morgan, of Manila. Mr. C. Rodriguez, a member of the Philippine Islands Senate, is on board the vessel, with Mrs. Rodriguez. Mr. R. C. Morton, general agent of the Pacific Mail Steamship Company at Manila is proceeding to San Francisco on leave.

Shinyo Maru Reaches port.

Coming from San Francisco, via Northern ports, the Toyo Kisen Kaisha mail steamer Shinyo Maru arrived at Hongkong early last night with passengers and cargo. She brought 319 passengers for this port, of whom 79 were first and 30 second-cabin and 210 steerage. The cargo for discharge here totals 340 tons, which is made up of the following commodities—1047 pieces of steel; 68 pkgs merchandise; 107 cases canned goods; 25 pkgs cotton yarn; 134 cases groceries; 18 rolls matting; 1200 bales old newspapers; 342 pkgs provisions; 44 bars silver bullion (consigned to a local bank) and 93 bags of mail.

The Shinyo Maru sailed from the Pacific Coast on June 2, and a fine passage across was experienced. Notable among the passengers on board were—Mr. C. N. Aniza, of the Mexican Consular Service; Mr. and Mrs. H. H. Taylor, of Hongkong, who returned from Shanghai; and Mr. Fung Kong Un and Mrs. Un, also of the Colony.

Capt. Y. Maki, who brought the Shinyo Maru from America left the vessel at Yokohama, on leave, and was succeeded by Capt. H. Nagano, formerly commander on the Siberia Maru.

C. P. O. S. Promotions.

Promotions of masters on the "Empress" ships in the Pacific service, in consequence of the entrance of the new liner Empress of Canada into the service later in the year, were announced at the Company's local Marine Superintendent's office to-day.

Capt. A. R. V. Lovegrove, formerly staff captain on the Empress of Russia, will arrive at Hongkong on July 7 as master on the Empress of Japan.

Capt. Dixon Hopcraft, formerly on the Empress of Japan, will join the Empress of Russia as master, upon her arrival at Vancouver on July 11.

Capt. S. Robinson, who will be relieved as master of the Empress of Russia, will proceed to England, where he will await the completion of the Empress of Canada, which he will command when she is commissioned.

The Charter Market.

There is no improvement in the charter market, it was stated this morning in Hongkong. If anything, business is becoming quieter, our informant said. The market for South China is very dull and the demand for tonnage is limited indeed. The rate from Saigon to

DAIRY FARM ICE & GOLD STORAGE CO. LTD.

REDUCTION IN PRICE
OF BUTTER.

"DAISY"	• \$1.45 per lb.
"DAIRYMAID"	• 1.35 per lb.
"PAstry"	• 1.15 per lb.

THE DAIRY FARM, ICE & GOLD STORAGE CO. LTD.

BRITAIN'S ECONOMIC POSITION.

Co-operation The Remedy.

Britain found herself at the close of the war in what might have been considered a truly enviable position. She had spent a considerable portion of the money raised for the purposes of war on the building of factories. The world was bare of the things that it wanted, owing to the fact that those who should have been making them were either engaged in destruction or in creating unproductive munitions. When the Armistice came Britain, equipped with all these factories, with vast numbers of demobilized men, not only from munitions but from the fighting line, might have set to work to take advantage of her opportunity. The price of food tended downwards. Reasonable effort would have enabled us to take advantage of our position. Instead of making efforts we had strike after strike. The opportunity was lost. Our people became more and more unemployed. Our ships are idle. Our ships are laid up. Belgium and Germany are sending in the iron that we need, and that we should have produced. The Americans are securing the coal markets which had been ours for so long. Surely the lesson should be learnt that strikes are fatal not only to capital, but also to employment. The coal strike cannot last for ever. Whatever happens, can the miners have anything that they could not have obtained by negotiation, and the cost—not only to their employers and to the public, including workers in almost every other industry—but also to themselves is beyond computation.

We must profit by this dearly-bought lesson. It is no use crying over spilt milk. All we can do is to resolve that we will take to heart what we have been taught. It may be that with labour coming into power it will claim to take a larger share of the fruits of industry. But it is clear that any movement in that direction must be slow and gradual. Heavy taxation, which some of the labour leaders desire to maintain, and even to increase, certainly falls in the first instance on capital. But it eventually passes on to the rest of the community, just as the evil results of strikes eventually injure the position of the worker and consumer. It is just as certain, though perhaps less obvious, that undue taxation maintains the vicious circle. It tends to keep us out of the international markets, with the necessary consequence that unemployment increases, and the consumer finds that the purchasing power of his money is largely decreased.

In point of fact it must never be forgotten that the real struggle is not, or should not be, between employer and employee. It is, and must be between British industry as a whole, that is to say, between employers and employed in all trades, on the one hand, and our various competitors overseas. The nation that can place the best goods of their kind most cheaply at the doors of our potential buyers is the nation that will attain and maintain industrial supremacy. Co-operation between capital and labour is the only road to salvation.—*Journal of Commerce*.

FOR ONE WEEK ONLY
SPECIAL
GREAT OUTDOORING SALE

EVERYTHING MARKED REDUCED
TO-DAY'S COST.

SHIRTS	USUAL PRICE	SALE PRICE
PYJAMAS	\$1.00	50c
UNDERWEAR	\$1.00	50c
SHOES	\$1.00	50c
SOCKS	\$1.00	50c
BELTS	\$1.00	50c
HANKIECHIFFES	\$1.00	50c
DRESS SHIRTS	\$1.00	50c
NECKWEAR	\$1.00	50c

AND THERE ARE MANY OTHER BARGAINS
J. T. SHAW
NEXT DOOR HONGKONG HOTEL

Potter
TELEPHONE: 3146

GENTLEMEN'S NECKWEAR

WE ARE NOW SHOWING THE MIST UP-TO-DATE AND EXCLUSIVE DESIGNS FROM LONDON.

THE "ARIAL"
THE TIE OF TODAY.

Artificial Silk and Cotton. From \$1.75.

"BATSWING."

Unlimited Selection. From \$1.50.

GENTLEMEN'S HOSIERS.

COLUMBIA



GRAFONOLAS.

NEW SHIPMENT JUST RECEIVED.

ANDERSON'S
(THE COLUMBIA SHOP)

GINS.

Caldbeck's Old Tom and Dry

Jas. Coutts & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone No. 774)

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-49 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES & PING-UP

15, Morrison Hill Road

HONG KONG

CHINA

INDIA

EGYPT

AFRICA

AMERICA

EUROPE

ASIA

AUSTRALIA

NEW ZEALAND

CAPE COLONY

CAPE OF GOOD HOPE

CAPE TOWN

CAMERA NEWS



This is a picture of Mary Pickford in the wedding dress she wore when she became Mrs. Douglas Fairbanks. On June 27, at Reno, it was decided that the divorce suit by Mary Pickford against Owen Moore will stand, as the result of the District Judge quashing a summons concerning same.



A SCENE IN TOKYO.

One of the odd sights that amuse and astonish visitors in Japan is the groups of little girls hardly more than babies themselves who are seen on the streets carrying infants strapped to their backs.



MISS MARIAN ZINDERSTEIN AND ICHIYA KUMAGAE

Ichiya Kumagae, famous Japanese tennis player and Miss Marian Zinderstein, one of America's foremost players. Both indicated by their playing that they will take leading parts in the major tournaments to be conducted this summer.



WHAT NEXT?

California celebrated its first annual hosiery exhibition on May Day. The show was held for ladies only.



Dick Landon jumper, and Miss Alice Lord, swimmer, went to Antwerp last summer as members of the American Olympic games team. They were married a few days ago.

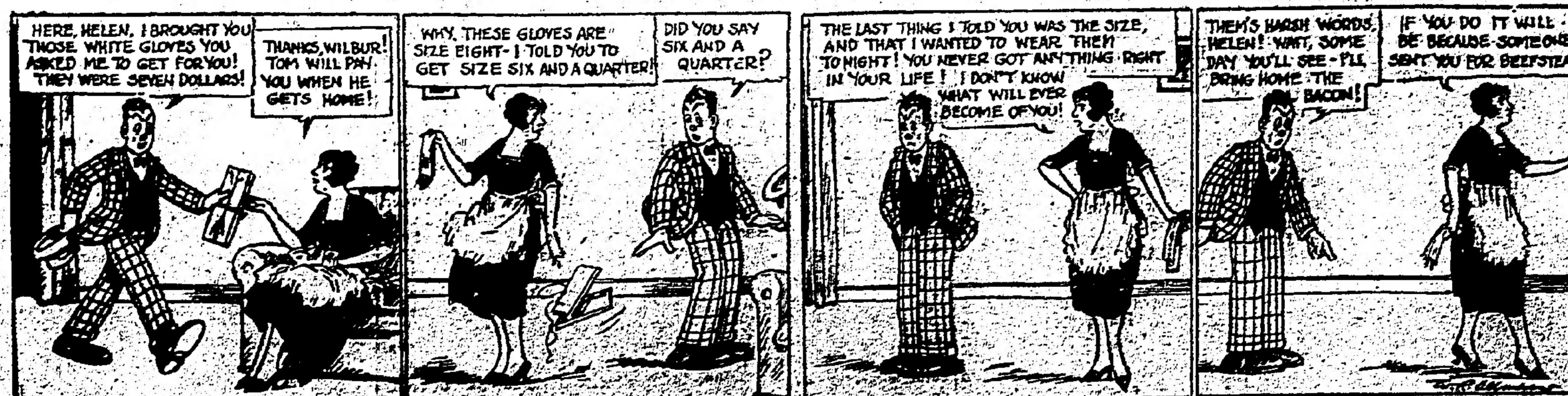


Miss Annette Kellerman, famous swimmer and diver playing cards under water with her former Australian teacher and trainer.

DOINGS OF THE DUFFS

Wilbur Is Willing but Usually Wrong

BY ALLMAN



AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	OSTEND	PARIS
ATHENS	GOTHENBURG	PETROGRAD	RIO DE JANEIRO
BARCELONA	HAMBURG	ROTTERDAM	SOUTHAMPTON
BASLE	HAVANA	ROME	STOCKHOLM
BERLIN	KOBE	TIENTSIN	TOKIO
BORDEAUX	LIVERPOOL	VALPARAISO	VOROKHAMA
BREMEN	LONDON	MONTVIDE	NAPLES
BRUSSELS	LUCERNE	MARSEILLES	NICE
BUENOS AIRES	MANCHESTER	VALPARAISO	ZURICH
CAIRO	MANILA	WINNIPER	
CHRISTIANIA	MARSHAL	YOKOHAMA	
COBLENZ	MONTREAL		
COPENHAGEN	MONTREALE		
CONSTANTINOPLE	NAPLES		
EDINBURGH	NICE		

In Process of Organization.

ALEXANDRIA	CALCUTTA	SINGAPORE
AMSTERDAM	LYONS	WARSAW
BOMBAY	PEKING	

SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:

Financial, Transportation and Travel Service.

Advice on Packing, Shipping Routes, Foreign Custom Requirements.

Credit Information, Market and Trade Reports.

Financing of Imports and Exports.

Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.

Bills of Exchange negotiated and collected.

Mail and Cable Payments effected.

Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Peso, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER,
Hongkong.

FAMINE IN KUEICHOW

Terrible Suffering.

A Kuoyang message says—Heartrending reports are coming from the different places as to the famine conditions. We are told that many of the people have existed on grass, roots and other such things since new year, and some now look like human beings. Those working in that part say it is next to impossible to describe the suffering of these poor folk. Through lack of nourishment their strength is slowly sapped away, and they are unable to work. In sheer desperation they have consumed their seed corn, and now they do not know what to do. The lady missionaries in connection with the China Inland Mission have taken some 59 destitute children into their compound and are providing them with the necessities of life.

When they came they were naked, sick, and in extremity. Fourteen of the children have died from exhaustion, dysentery, and croup. Near their compound there is a plot of land that would make an excellent site for an orphanage, but the owners asked an outrageous price for it, and when the ladies actually offered them the price, they asked they refused to sell. Such is the extent of the sympathy of the residents at Tating.

The central famine relief committee at Kueiyang is doing some thing in the way of giving food to those who are starving; selling rice to those who are able to purchase at reduced rates; and providing seed corn for those whose young corn was destroyed by the hail. Outside help is coming in but the situation is so serious that the missionaries and others are doing what they can to secure a portion of the next Customs Surtax loan for relief work in Kueichow.



Something new in the way of suits for the little lad is this over-blouse with trousers. The one shown is of light blue, embroidered with embroidery yoke has lots of yellow buttons and full sleeves.

This child's quaint party frock with embroidery yoke has lots of yellow buttons and full sleeves.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	To
Dewrent	Taiwan & Co.	Singap.	Chongchau & Swatow
Chenau	R. & S.	Tijhajip	Quarry Bay
Taikoo Wan Yi	J. M. & Co.	Bangkok & Swatow	C. 48
Lei Sung	J. M. & Co.	Tiantien & W. H. Wei	C. 37
Gup Shing	R. & S. Fleet	Whampao	Yanmari
Golden State	P. M. S. S. Co.	San Francisco & Manila	A. 1
Shingo M.	T. K. K.	San Francisco & Shai	A. 2
Siam M.	O. S. K.	Shanghai & Keeling	C. 34
Niabu M.	Kumara & Co.	Bombay & Singapore	C. 43
Tatai M.	Nematsu & Co.	Hokkaido	Coy's Wharf
Kam Ying Kai	Hebeo Nav. Co.	Shanghai & Swatow	
Kuang Lee	C. M. S. N. Co.		

Clearances.

Vessel	Agents	Where Bound	Departure
Bubo M.	O. S. K.	Singapore & Saigon	July 1st
Arcturus	Scrutcher & Dixon	New York via Manila	"
Yannis	J. M. & Co.	Sandakan	"
Poo Lee	Hung Shan	Kwong Chau Wan	"
Kwang Lee	C. M. S. N. Co.	Canton	"
Haiching	Douglas S. S. Co.	Foochow Swatow	"
Haru M.	Dodwell & Co.	Chin Wan Tao	July 2nd

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailin	Date
Kura M.	T. K. K.	San Francisco	1st	July
Hatching	D. L. Co.	Foochow	1st	"
J. M. Co.	J. M. Co.	Samboku	1st	"
Wansing	J. M. Co.	Kone	2nd	"
Chenan	B. & S.	Manila	2nd	"
Caleuta M.	N. Y. K.	Tainghua	2nd	"
Chihai	J. C. J. L.	Bombay	2nd	"
Yehhai M.	N. Y. K.	Java	3rd	"
Hangpan	J. M. Co.	Swatow	4th	"
Caribon M.	N. Y. K.	Java	4th	"
Glenycle	J. M. Co.	London	5th	"
Szechuen	B. & S.	Fukow	5th	"
Hailoung	D. L. Co.	Foochow	5th	"
Denialion	B. & S.	New York	5th	"
Taksang	J. M. Co.	Haiphong	5th	"
Kawwas	P. & O.	Kobe	5th	"
Chingpin	J. M. Co.	Tientan	5th	"
Kaifong	B. & S.	Hainan	5th	"
Kwongtsang	J. M. Co.	Shanghai	5th	"
Fooming	S. E. D.	Manila	6th	"
West Henan	E. & A.	Vancouver	6th	"
Tendres	B. & S.	Calcutta	6th	"
Tayuan M.	N. Y. K.	Delhi	6th	"
Linan	B. & S.	Seraton	6th	"
Tungping	J. C. J. L.	San Francisco	7th	"
Taiwa M.	N. Y. K.	Patky	7th	"
Houai M.	N. Y. K.	Amoy	7th	"
Pronto M.	N. Y. K.	Bombay	7th	"
Minchi M.	B. & S.	Japan	7th	"
Takidoro M.	N. Y. K.	Shanghai	7th	"
G. Apac	P. & O.	New York	7th	"
Kao M.	N. Y. K.	Kobe	7th	"
Lubdou	J. C. J. L.	London	8th	"
Haitlong	D. L. Co.	Java	8th	"
Dilwra	P. & O.	Bombay	9th	"
Yinchow	B. & S.	Tainghua	9th	"
Namsang	J. M. Co.	Calcutta	9th	"
Eurydam	B. & S.	Liverpool	10th	"
Robert Dollar	P. D. C. Co.	Suez	10th	"
City of Brisbane	Bank Line	Hamburg	10th	"
Kalyan	P. & O.	Japan	10th	"

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong	Date
Halaric	A. & O. Line	New York	2nd	July
Yoshio M.	N. Y. K.	Calcutta	3rd	"
Kanowis	P. & O.	Sydney	4th	"
Tijhoda	J. C. J. L.	China	5th	"
Mishima M.	N. Y. K.	London	5th	"
Kashima M.	N. Y. K.	Kobe	5th	"
Glenycle	J. M. Co.	Europe	5th	"
E. of Japan	U. P. O.	Yokohama	5th	"
Kaga M.	N. Y. K.	Korea	6th	"
Famba M.	N. Y. K.	Bizhawesi	6th	"
Terressa	B. & S.	Suez	11th	"
Chingpin	B. & S.	Australia	11th	"
Glenycle	J. M. Co.	Europe	12th	"
E. of Asia	U. P. O.	Vancouver	14th	"
Dilwra	J. C. J. L.	Shanghai	15th	"
Salo M.	N. Y. K.	Java	21st	"
Baltic Star	P. & O.	Suez	End of	"

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be Examined	Examination Date
Glenavy	J. M. Co.	Kowloon	July 2	July 2	July 2
Arabia M.	O. S. K.	Kowloon	July 5	July 5	Wed. Sat.
Shinyo M.	T. K. K.	T. K. K.	July 21	July 21	July 7

POST OFFICE NOTICES.

GENERAL HOLIDAY.

The General Post Office will be open on Friday, the 1st July, from 8 a.m. to 9 a.m. only. There will be one delivery and one collection of ordinary correspondence to that day. The Money Order Office will be

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England.
Shanghai, Nagasaki, (Moto) Kobo, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM	TO	DUE	ATLANTIC STEAMER	FROM	TO	DUE
E Japan	July 13	Aug. 3	E France	Aug. 13	Aug. 19	LIVERPOOL	
E Asia	July 21	Sept. 8	E France	Aug. 13	Aug. 19		
& Russia	Aug. 19	Sept. 5	E Britain	Sept. 10	Sept. 16		
Monteagle	Aug. 23	Sept. 16	Molita	Sept. 23	Oct. 21		
E Asia	Sept. 15	Oct. 3	E France	Oct. 18	Oct. 25		
E Japan	Sept. 20	Oct. 11	E France	Oct. 18	Oct. 25		
E Russia	Sept. 13	Oct. 31	Victorian	Nov. 11	Nov. 20		
Monteagle	Sept. 29	Nov. 19	E Britain	Nov. 20	Dec. 4		

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

A limited amount of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains daily.
Standard Sleeping cars, Compartment & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GPCANAC.



HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

KOREA M. 20.00 July 1 TAIYO M. 22,000... Aug. 12
SHINYO M. 12,000. July 16 SIBERIA M. 29,000... Aug. 27
PERSIA M. 9,000. July 20 TENYO M. 22,000... Sept. 9

Calling at Dairen, Onomichi, Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN CRUZ, BALBOA, CALLAO, MULLENDON, AFRICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS 7083, 7084 LEAVE HONGKONG.

CHYOYO MARU 15,500... Aug. 15th.

GINYO MARU 16,500... Aug. 15th.

For full particulars apply to Agent, 10 Queen's Building, Tel. Nos. 2374 & 2375.

Y. TSUTSUMI, Manager.

Agents at Canton. Meiss. W. E. GRIFFITH, Ltd.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operator for Eastern Service, in account of the UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST HENSHAW" 6th July.
TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST ISLIP" 7th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 20th Aug.

Also, cargo accepted for transhipment at San Francisco and/or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

For full details apply to Agent, 10 Queen's Building, Tel. Nos. 2374 & 2375.

HONGKONG HOFFMAN & CO., LTD., Built Engg. 12 Days Verac R.R. Tel. 300.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "MILE" "CHINA".

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

July 15th Aug. 9th Sept. 9th

HONGKONG TO MANILA.

S.S. NANKING - - - 30th August.

HONGKONG TO SINGAPORE.

S.S. CHINA " S.S. NILE

July 22nd Sept. 16th.

FAST FREIGHT SERVICE

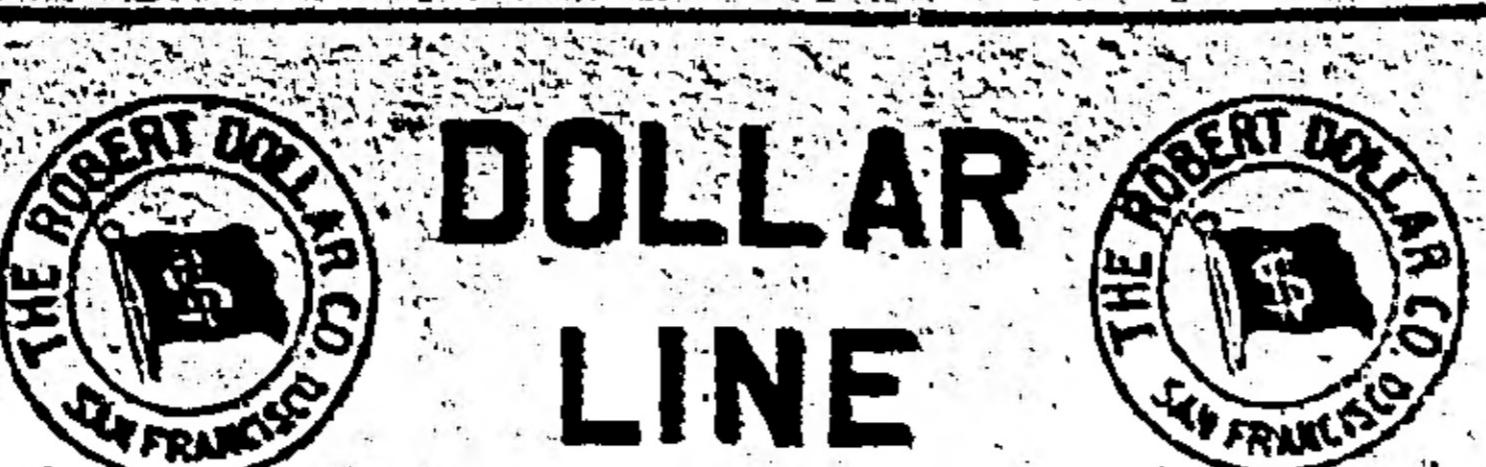
Through Bills of Lading issued to all ports in United States & Canada

Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal American Ports.

C. T. SURIDGE, FRIAR'S BUILDING, FRIAR'S PASSAGE, DEPT. NO. 1934.

FRIAR'S PASSAGE AGENTS, JOHN HO & SONS, LTD., FRIAR'S DEPT. & AGENT, NO. 2161.

PACIFIC SHIPPING



SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS.

SAILING DATE.

"ROBERT DOLLAR" ... VIA SUEZ ... JULY 10TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:

THE ROBERT DOLLAR CO.
GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL 792,
795



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong Arrive Seattle.

S.S. Wheatland Montana July 20.
Silver State Aug. 13 Sept. 2.
Crosskeys Aug. 15.
Keystone State Sept. 2. Sept. 22.
Wenatchee Oct. 2. Oct. 24.

FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

S.S. Coastet July 22.
Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansion #.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
REGULAR SERVICE
TO
SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.
PASSENGERS & FREIGHT.
FOR SINGAPORE DIRECT.
"CADARETTA" Sailing Aug. 3.
FREIGHT ONLY.
FOR SAIGON—SINGAPORE—JAVA PORTS.
"LAKE ONAWA" Sailing Aug. 3.
OPERATED FOR ACCOUNT OF U.S.S. BOARD
OFFICES
5th Floor Hotel Mansion. PASSENGER OFFICE.
Tel 2477 & 2478. Queen's Blig. 2, Ice House St.,

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER July 15th.

For freight space and particulars apply to:

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE
AGENTS.
Telephones 2477 & 2478. 5th floor, Hotel Mansion.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.
(Royal Packet Navigation Co. of Batavia)
THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore, Belawan-Deli direct.

This vessel offers excellent cabin accommodation for saloon passengers.
Single and double cabins.
Wireless Telegraphy.

For freight and passage apply to:
JAVA-CHINA-JAPAN LYN,
Agents
Telephone No. 1574.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co. Ltd. & China Mutual S. N. Co. Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. Co. Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DEUCALION" ... via Suez Canal ... 3rd July.

"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Calls at Boston.

Steamer proceed via Suez Canal or Panama Canal at Owner's option subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG,
HONGKONG & CANTON REISS & CO. CANTON

IN THE COMMONS.

Ministers' Replies.

In the House of Commons, Captain Wedgwood Benn asked the Chief Secretary for Ireland whether Mr Erskine Childers had been arrested, and, if so, what grounds.

Mr. Henry, who replied, said that Mr. Erskine Childers was visited on the afternoon of 9th May and a large number of documents found therein. Mr. Childers was detained pending examination of these documents, but he was allowed to return home the same afternoon.

CHAIRMAN OF LIQUOR CONTROL BOARD.

Mr. Lloyd George informed Sir John Butcher that it had been decided that the Liquor Control Board should be placed under the control of the Parliamentary Under-Secretary of the Home Office.

Mr. W. Thorne—Will be chairman of the Board?

Mr. Lloyd George—Yes.

TREASURY COMMISSIONS TO MEMBERS.

Colonel Croft asked the Prime Minister whether changes with regard to Income-tax relief and travelling expenses of M.P.s could be postponed until the House had had an opportunity of discussing this question in all its bearings.

Mr. Austen Chamberlain, who replied, said that to postpone the operation of the allowance for travelling expenses would cause great inconvenience to members, but he would postpone action in regard to exemption from Income-tax until he had pronounced upon the matter.

Mr. Chamberlain, replying to Mr. Lindsay, said the printers had promised to deliver to the Vote Office this afternoon 500 books, each containing 12 railway ticket vouchers, for issue to members. Members would be entitled to a refund in respect of journeys taken since Monday last, and an allowance would be made in respect of season tickets from April 1st.

MURDERS OF PROTESTANT FARMERS.

Mr. Henry, answering Mr. Pennefather, said he was aware there had recently been a number of murders of Protestant farmers in the south of Ireland. The circumstances of these crimes were still under investigation. The Government were doing everything in their power to suppress outrages and to protect the lives and properties of all persons irrespective of their religion.

Mr. Hilton Young, replying to Mr. John, said that the Chancellor did not think that a moratorium to tide people over the present period of acute depression was either practicable or desirable.

VISIT BY JAPANESE CROWN PRINCE.

While questions were in progress, the Japanese Crown Prince, accompanied by the Japanese Ambassador and members of his suite took his seat in the Distinguished Strangers' Gallery and remained an interested listener to the proceedings for some little time.

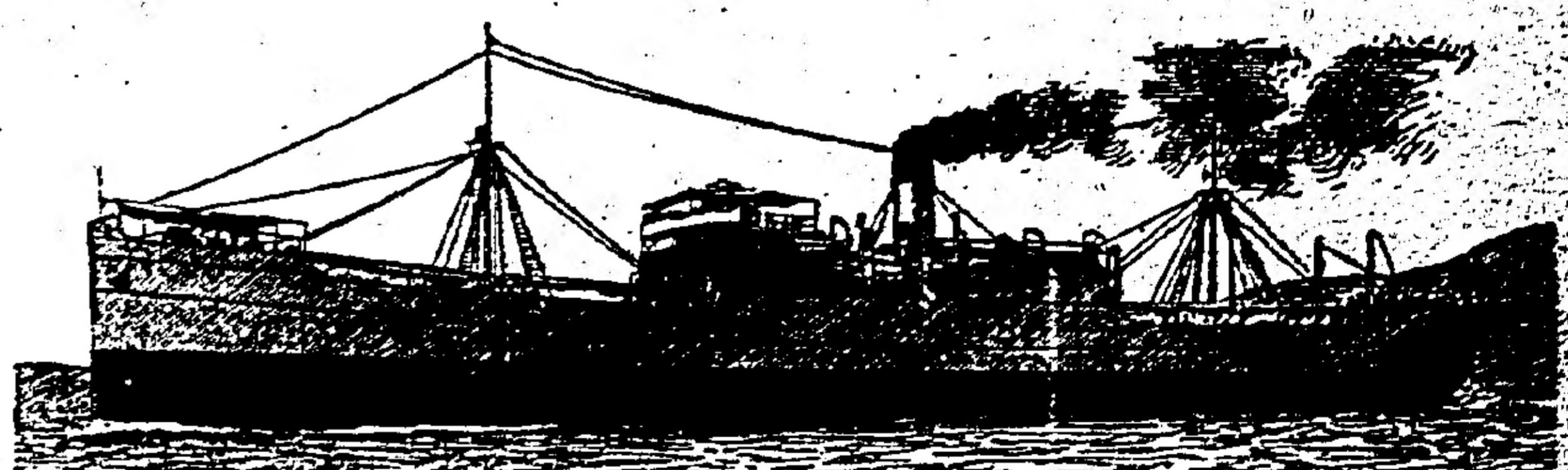
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton g.

Built and engined by The Hongkong & Whampoa Dock Co. Ltd.

to the order of the British Government.

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

THE HONGKONG INTELLIGENCE AND TRADE REVIEW

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRaits & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	Spore, Colombo & B'day.
SYRIA	7,000	23rd July	M'les, London & Antwerp.
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,200	19th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	13th July	{ Calcutta via Singapore, Panang and Rangoon.
----------	-------	-----------	--

EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	{ Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
---------	-------	-----------	---

SAILINGS TO SHANGHAI & JAPAN.

KANOWNA	7,000	5th July	Yokohama & Kobe.
G. APCAR	4,700	7th July	Shanghai & Kobe.
KALYAN	9,000	10th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central.

Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FISHIMI MARU (Omitting Manila) Tuesday, 23rd Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KAGA MARU Friday, 8th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Surz.

TSUYAMA MARU Wednesday, 6th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA SUEZ.

TAKEOTOY MARU Thursday, 7th July.

SOUTH AMERICA PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Saturday, 2nd July.

TOTOMI MARU Thursday, 6th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSS MARU Sunday, 3rd July.

MISHIMA MARU Thursday, 7th July, at 11 a.m.

TAMBA MARU Tuesday, 12th July.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Childar	Java	in port	2nd July	Java
Tjibodas	China Ports	2nd July	8th July	Beiawan-Deli/Java
Tjiuwong	Java	12th July	17th July	China Ports
Tjisalak	Shai, Japan	14th July	18th July	Java
Tijleboet	Java	15th July	21st July	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilsondi	Java	End of June	1 San Francisco	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings

Shipping to Europe, Australia, and other Ports.

DODDWELL & CO. LTD.

Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canal as Owner's Option.

LLOYD TRIESTINO.

Taking cargo or through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

† S.S. "CILICIA" Sailing on or about 10th August.

† Cargo only.

Passenger's Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMEIZU" Sailing about 3rd July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODDWELL & CO. LTD.

Agents.

AUSTRALIAN
ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	11th July	14th July

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 32. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS
TO

UNITED KINGDOM & CONTINENT.

Steamers. Sailing

LONDON, GLASCOW, ROTTERDAM, "City of Brisbane" 10th July

DAM & HAMBURG.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., or to REISS & Co. Canton General Agents.

Telephone No. 36. Agents.

Hongkong July 1, 1921.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

OUTWARDS.

Vessel. Due Hongkong.

M.V. "GLENLUCE" 6th July.

S.S. "GLENSHANE" 12th July.

HOMEWARDS.

Vessel. Leaves Hongkong. Discharges.

M.V. "GLENGLYCE" 5th July. GENOA, LONDON & HULL.

"GLENLUCE" 25th July. LONDON, ROTTERDAM & HAMBURG.

"GLENNAVY" 25th July. GENOA, LONDON & HAMBURG.

Movements are subject to

COMMERCIAL NEWS

"SAVED MY BABY'S LIFE"

MOTHER'S STRONG TRIBUTE TO BABY'S OWN TABLETS

"I believe Baby's Own Tablets saved my baby's life, and I would not be without them," writes Mrs. James Levere, of Spencerville, Ontario. Many other grateful mothers have given equally eloquent testimony as to the efficacy of this remarkable Canadian specific for children's aches and ills.

Baby's Own Tablets are an absolutely safe medicine for the little ones from infancy onward. They are guaranteed, under Government analysis' certificate, to be free from any opiate, narcotic or other injurious drug. Their field of curative efficacy includes infantile indigestion, constipation, colic, diarrhoea, feverishness, croup and colds. They make teething easy, expel worms, aid the appetite, promote restful sleep and regular development.

Of chemists, or post free at 60 cents the vial from Dr. Williams Medicine Co., 96 Szechuen Road, Shanghai.

PASSENGERS ARRIVED

Per s.s. SHINYO MARU

Mr. J. W. Andrews, Mr. E. Annerley, Mr. J. O. Anderson, Mr. C. N. Ariza, Miss L. V. Born, Mr. J. Birch, Mr. L. A. Busto, Miss A. J. Barnes, Mr. M. W. Bruce, Miss C. Busto da Silva, Miss A. M. Busto, Mr. J. M. P. J. Campaigne, Mr. Chang Chia Ngan, Mr. Chen Shun Chew, Mr. Chun Kee Ho, Mr. G. A. de Carvalho, Mr. J. A. P. Callaco, Misses B. R. & M. M. Callaco, Mr. Chun Chang Yung, Mr. S. Edwards, Mr. I. Feisler, Mr. Fok Chi Sam, Mr. & Mrs. Fung Kwong Wo, Mr. R. A. W. P. L. K. Greswell-Gate, Miss E. H. Groff, Mr. & Mrs. J. K. Hoffman, Mrs. M. E. Hallatt, Mr. & Mrs. C. W. Hulse, Mr. J. Hukamchand, Mrs. M. L. Hawley, Mr. J. Jolley, Mr. Kwam Wai Chow, Mr. Kwok Tam Wan, Mrs. Kwok Ng See, Mrs. Kwok Tip Tsui, Mr. King Chee Pak, Mr. J. Koizumi, Mr. D. Leparda, Mr. Li Gust Tung, Mr. Lee Tse Wen, Mr. Leung Ching So, Mr. R. Luther, Mr. C. J. McKnight, Mr. C. C. Morrow, Robinson, Mr. Ng Sze Kwong, Miss Ng Qwin Rose, Mr. Nagahara, Mr. & Mrs. M. Nakamura, Mr. Pun Pak, Miss Parkeane, Hwang Miss A. Paula, Mr. C. Quarterman, Miss A. Rees, Miss A. M. C. de S. Ricci, Miss J. Sherwin, Mr. & Mrs. C. D. Silas, Master M. M. da Silva Simoes, Mr. E. Smith, Mr. M. Suzuki, Miss A. M. C. de S. Ricci, Mr. & Mrs. H. H. Taylor, Mr. K. Tsuji, Mr. Yu Sing, Mr. F. Vorper, Mr. H. B. Waring, Mr. E. Watanabe, Mr. & Mrs. Wei Wing Lock, Mr. Wong Kiu Wo.

WEATHER REPORT

EXCHANGE

(Opening Rate: closing Rate
on Page 11.)

SELLING

H.T.	27
Demand	27.36
10 d/s	27.36
30 d/s	27.36
4 m/s	27.36
Nom.	27.36
T/T Shanghai	27.36
T/T Singapore	27.36
T/T Japan	27.36
T/T India	27.36
Demand, India	27.36
T/T San Francisco & New York	27.36
T/T Java	27.36
T/T Marks	27.36
Nom.	27.36
Demand, Paris	27.36

BUYING

4 m/s. L/C	28.78
4 m/s. D/P	28.94
6 m/s. L/C	29.14
30 d/s Sydney and Melbourne	29.14
30 d/s San Francisco & New York	29.14
4 m/s. Marks	29.14
5 m/s. France	29.14
Demand, Germany	29.14
Demand, New York	29.14
T/T Bombay	29.14
Demand, Bombay	29.14
T/T Calcutta	29.14
Demand, Calcutta	29.14
On Yokohama	29.14
Demand, Manila	29.14
Demand, Singapore	29.14
Demand, Batavia	29.14
On Haiphong	29.14
On Saigon	29.14
On Bangkok	29.14
Sovereign	29.14
Gold leaf per Taal	49.80
Bar Silver, ready forward	35.14
Bank of England rates	5%
New York/London	3.7614

SUBSIDIARY COINS

Hong Kong 50 cts. pieces	par.
10 "	par.
5 "	1/2 par.
Canton subcoins	10.6% dis.
Hong Kong June 30, 1921.	

WEATHER REPORT

June 30d. 12h. 23m.—Warning to Hongkong, Coast Ports, &c.:—Continental depression in Lat. 26° N. and Long. 108° E. direction of motion unknown.

June 30d. 12h. 25m.—Pressure has decreased moderately from Koshon to Haiphong and slightly at other reporting stations.

A somewhat deep depression is shown over S.W. China. Yesterday afternoon a deep depression was shown to the north-east of Formosa. Observations from the Loochoo and Japan are lacking this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.81 inches. Total since January 1st, 56.09 inches, against an average of 39.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast
SW.
1 Hongkong to Gap Rock winds, fresh, squally, rainy.

3 Formosa Channel

The same as No. 1.

3 South coast of China between H.K. & Lancks.

The same as No. 1.

4 South coast of China between H.K. & Hainao.

The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, June 30, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z" on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

In morning & afternoon

HOTELS

THE HONGKONG HOTEL CO., LTD.

OPERATING HONGKONG HOTEL

REPULSE BAY HOTEL PENINSULA HOTEL (Kowloon) (under construction)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE (Princes Street)

REPULSE BAY GARAGE

PROPRIETORS: THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Teletrobie Address: "VICTORIA" J. WITCHELL Manager

THE PEAK HOTEL.

500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southwicks, England and Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & CO., General Agents Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL" CODES: A.B.C. 5th Edition: Bentleys & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisines, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters in the building. Motor bus meets all trains.

L. M. MAILLE,

Manager.

RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded feet	Lowest W. L. ever recorded feet	1921	
			W. L.	W. L.
Wuchow, West River	+79.50	-2.24		
Kongmoon,	+14.70	-0.80	6.70	6.30
"	+57.00	0		
Linkonghow, North	+27.25	-5.00	11.80	10.70
Samshui, East	+15.15	-0.98	3.80	3.71
Sekidzoo, East				

TIDE TABLE.

27th June to 3rd July, 1921.

W. L. to 10.00 a.m. 10.00 a.m. to 11.00 a.m. 11.00 a.m. to 12.00 noon 12.00 noon to 1.00 p.m. 1.00 p.m. to 2.00 p.m. 2.00 p.m. to 3.00 p.m. 3.00 p.m. to 4.00 p.m. 4.00 p.m. to 5.00 p.m. 5.00 p.m. to 6.00 p.m. 6.00 p.m. to 7.00 p.m. 7.00 p.m. to 8.00 p.m. 8.00 p.m. to 9.00 p.m. 9.00 p.m. to 10.00 p.m. 10.00 p.m. to 11.00 p.m. 11.00 p.m. to 12.00 m.

10.00 a.m. to 11.00 a.m. 11.00 a.m. to 12.00 noon 12.00 noon to 1.00 p.m. 1.00 p.m. to 2.00 p.m. 2.00 p.m. to 3.00 p.m. 3.00 p.m. to 4.00 p.m. 4.00 p.m. to 5.00 p.m. 5.00 p.m. to 6.00 p.m. 6.00 p.m. to 7.00 p.m. 7.00 p.m. to 8.00 p.m. 8.00 p.m. to 9.00 p.m. 9.00 p.m. to 10.00 p.m. 10.00 p.m. to 11.00 p.m. 11.00 p.m. to 12.00 m.

11.00 a.m. to 12.00 noon 12.00 noon to 1.00 p.m. 1.00 p.m. to 2.00 p.m. 2.00 p.m. to 3.00 p.m. 3.00 p.m. to 4.00 p.m. 4.00 p.m. to 5.00 p.m. 5.00 p.m. to 6.00 p.m. 6.00 p.m. to 7.00 p.m. 7.00 p.m. to 8.0